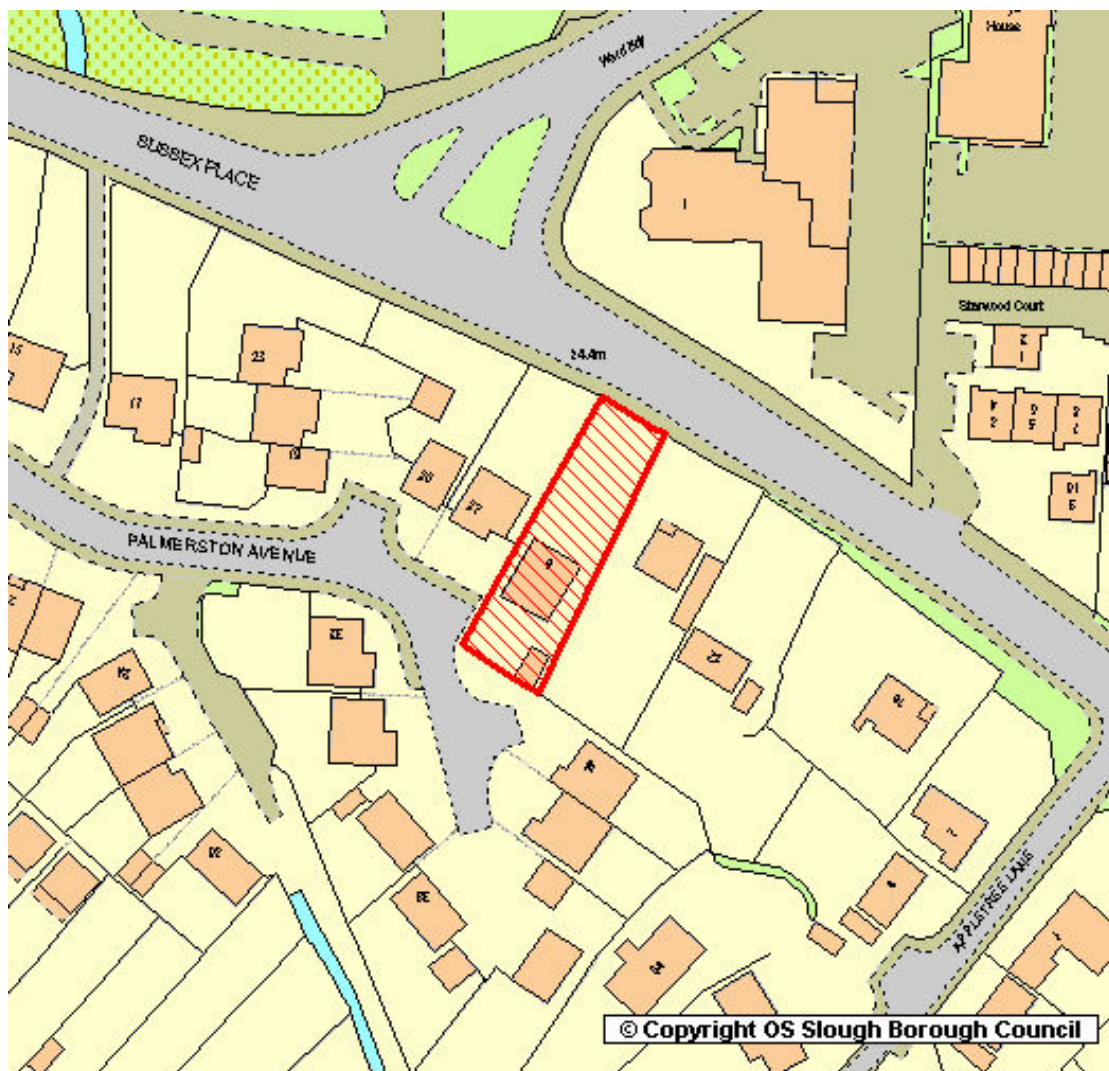


Registration Date:	19-Jan-2011	Applic. No:	P/08522/002
Officer:	Mr. J. Dymond	Ward:	Upton
Applicant:	Dr. Muhammed Saleem		
Agent:	Alan Bowles, AMDA International 18, Washington Drive, Windsor, Berkshire, SL4 4NS		
Location:	8, London Road, Slough, SL3 7HG		
Proposal:	ERECTION OF TWO STOREY BUILDING WITH PITCHED ROOF WITH B1(A) USE OFFICE FRONTING LONDON ROAD WITH ASSOCIATED PARKING AND ACCESS TO FRONT AND C3 THREE BEDROOM DWELLING FACING ONTO PALMERSTON AVENUE WITH ASSOCIATED PARKING, LANDSCAPING AND ACCESS ONTO PALMERSTON AVENUE FOLLOWING DEMOLITION OF EXISTING BUILDING		

Recommendation: Delegate to HPPP for S106



P/08522/002

1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been called before the Planning Committee for consideration at the request of Councillor Long, due to concerns regarding traffic and the proposed access via Palmerston Avenue; and at the request of Councillor Minhas due to concerns regarding the inappropriate access via Palmerston Avenue.
- 1.2 Having considered the relevant policies set out below, the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning, Policy and Projects for completion of S106.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is full planning application for the demolition of the existing building, which is currently in use as an unauthorised office for medical assessments / processing by Alpha Medical Consultancy, and the erection of a two storey building comprising a B1 (a) office for use as a medical assessment/processing centre, and a three bedroom dwelling (Class C3).
- 2.2 The proposed office would be accessed off London Road, and associated car parking spaces for five vehicles would be provided to the front of the building.
- 2.3 Internally, the proposed office would comprise a visitor area, consulting room, examination room and disabled toilet at ground floor level. At first floor level, there would be open plan office space for five workstations, two rooms for storage, toilets, and a kitchen area. Document storage would also take place in the roof space. The gross internal floor area of the proposed office would be 109 square metres. It is understood that the use would employ five full time members of staff.
- 2.4 The proposed three bedroom dwelling would be accessed off Palmerston Avenue. The existing highway verge and brick wall would be removed. Parking spaces for two cars would be provided within the site. Amenity space would be provided to the front of the proposed dwelling.

3.0 Application Site

- 3.1 The site is currently occupied by a single storey building with a hipped pitched roof. The building has a series of single storey extensions to the rear with a mixture of hipped pitch and flat roofs.
- 3.2 The building is currently being utilised by Alpha Medical Consulting as an unauthorised B1(a) office for medical assessment/processing. Its lawful use in

planning terms however remains as a single dwellinghouse (class C3). Tarmac has been laid to the front of the building to provide a car park.

- 3.3 The site fronts A4 London Road, and the existing building is set back some 24 metres from London Road. The site is surrounded to the east, south and west by residential properties.
- 3.4 Palmerston Avenue is located to the south and west of the site. It is a cul-de-sac development comprising 35 properties, and is accessed off Lascelles Road to the west. The dwellings of Palmerston Avenue are a mixture of detached and semi-detached properties, constructed of brick with elements of painted render, hung concrete tiles and concrete tiled roofs. There is an adopted footpath which provides pedestrian access between Palmerston Avenue and Sussex Place, situated between numbers 15 and 17 Palmerston Avenue.
- 3.5 Number 10 London Road is located to the east of the site. Permission has recently been granted under application P/12645/3 for the demolition of the dwelling formerly occupying the site, and the erection of a detached five bedroom dwelling. The property formerly occupying the site has been demolished, and the site is currently enclosed by a timber hoarding. Number 12 London Road to the east is in use a dentist by Dentalign Orthodontics.
- 3.6 To the north of the site is number 1 London Road, also known as Churchill House. The building is a substantial three storey building in use as an office (class B1). It fronts the London Road and Sussex Place/Langley Road junction. Associated parking is located to the rear of the building.
- 3.7 An approved road widening line affects the frontage of the site. This widening line extends approximately 5 metres into the site, from the back edge of the footway.
- 3.8 The Environment Agency's modelling previously placed the application site within Flood Zone 3, however it is understood that the Colne Brook has subsequently been remodelled and the site is now considered to fall within Flood Zone 1.

4.0 **Site History**

- 4.1 Recent applications relating to the site are as follows:

P/8522/1 - CHANGE OF USE OF DWELLING (C3) TO DOCTOR'S SURGERY (D1) WITH ASSOCIATED PARKING AND DISABLED ACCESS RAMP (RETROSPECTIVE) - Refused - 21-Jan-2009, for the following reasons:

1. The development has resulted in the loss of a family dwelling. The applicant has failed to provide sufficient justification to support this loss and given the findings of the Housing needs survey 2001 - 2002 and the Berkshire Housing Market Assessment (Final Report v1.0 February 2007) which demonstrated a shortage of family housing in Slough required to meet the needs/demands for

both the affordable and private housing markets, there is no justification for the loss of the housing in this case. Hence the loss of family housing through a change of use, without sufficient justification to support such loss, is contrary to Core Policy 4 of the Slough Local Development Framework, Core Strategy 2006-2026 (DPD) and Policy H8 of the Local Plan for Slough, 2004.

2. The development would result in an intensification of use of an existing access at a point where visibility is substandard and which has been worsened by the erection of the new front boundary wall and gate and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 (DPD).

3. The development would result in an intensification of use of an existing access at a point where pedestrian visibility is substandard and which has been worsened by the erection of the new front boundary wall and gate and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 (DPD).

4. A holding objection is raised on the grounds that the applicant has failed to demonstrate, through the submission of a surface water drainage scheme, that surface water run off from the site, given the extensive site coverage by buildings and hard surfaces, can be handled in a sustainable manner without overloading the local public sewer system or causing localised flooding contrary to advice given in Planning Policy Statement 25 (Development and Flood Risk) and Core Policy 8 of the Slough Local Development Framework, Core Strategy 2006 - 2026 (Submission Document, November 2007).

5. A holding objection is raised on the grounds that the applicant has failed to enter into an Agreement under Section 106 of the Town and Country Planning Act 1990 for the payment of a general transportation contribution contrary to Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026 (DPD).

P/8522/0 - CONVERSION OF BUNGALOW INTO A 2 STOREY HOUSE
(AMENDED PLANS RECEIVED ON 14.03.90) - Approved with Conditions -
16-Mar-1990

- 4.2 An enforcement notice has been served and took effect on 6th November 2009 in respect of the unauthorised material change of use of a dwelling (C3) to Doctor's Surgery (D1)/Offices (B1) (Insurance Medical Consultancy), which included the erection of a front wall and gate, an advertising sign and front tarmac area to facilitate the unauthorised use. Following the serving of this enforcement notice, discussions took place as to the submission of planning application to seek to regularise the situation and find an acceptable outcome in planning terms.

5.0 **Neighbour Notification**

5.1 10 and 12 London Road
25, 27, 32 – 44 (even) Palmerston Avenue
Orion Clinical Services Ltd,
1 London Road

5.2 Five letters of objection have been received. The concerns raised in these letters are summarised as follows:

- Increased traffic on a road that is already busy and overcrowded due to residents and pupils (from nearby schools) using/parking on Palmerston Avenue.
- Loss of privacy originating from the original conversion where all trees surrounding the property were chopped down without any prior planning permission.
- A two storey building would change the appearance of the surrounding area and affect my view of the landscape in front of my home.
- The property in question has always been residential and is important for the peace and tranquillity it affords.
- The plans for converting the bungalow will totally alter the appearance, use and atmosphere of this reasonably quiet and private close.
- To allow this development would be an over-development of the site.
- A boundary wall would have to be demolished, with an access being made over the garden area that has been maintained by the occupants of 27 Palmerston Avenue, thus reducing the on-street parking in Palmerston Avenue.
- Since the commencement of parking restrictions on Lascelles Road, which is to be further restricted in the near future, Palmerston Avenue has suffered, on a daily basis, from the inconsiderate parking of non-residents including pupils from both St Bernard's Convent and Slough Grammar School. The issue of non-residents of Palmerston Avenue parking vehicles that block driveways and restrict the usage of the pavements, so that pedestrians have to walk on the road is understood to have been raised with the Police and Slough Borough Council, but nothing has been done. To grant this planning application and allow vehicular entry onto Palmerston Avenue would further increase the problems currently being experienced by residents.
- The proposal would cause many problems. We will have a lot of noise, traffic and parking problems, and so much more.

A petition has also been received, which has been signed by a number of residents of Palmerston Avenue. The signatories object to the planning application, the principle reason being the proposed vehicular access to 8 London Road from Palmerston Avenue, which has been a cul-de-sac since it was developed in the mid-eighties. It is felt that access to a property which fronts London Road, which is, and will continue to be used for commercial purposes would change the status of Palmerston Avenue and the character of the neighbourhood.

It is understood that a copy of this petition was sent to Councillor Bains, to raise residents' concerns regarding the proposed development.

These matters are discussed and assessed in Part B of this report.

6.0 **Consultation**

6.1 **Public Protection Services, Neighbourhood Enforcement.**

6.2 **OBSERVATIONS**

Issue 1 - Demolition/Construction Phase

Noise, dust and vibration from the demolition and construction phase may affect occupiers of nearby residential premises. I suggest the following planning condition is attached to any planning permission granted:

Condition - Control of environmental effects: major redevelopment

No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise*
- (ii) control of dust, smell and other effluvia*
- (iii) control of surface water run off*
- (iv) site security arrangements including hoardings*
- (v) proposed method of piling for foundations*
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.*

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON: In the interests of the amenities of the area.

Issue 2 - Noise

Condition - Hours of demolition and construction

No demolition or construction work shall take place outside the hours of 08:00 - 18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

Condition - Measures to minimise effects of external noise on new dwellings

The development is situated on a busy main road next to a junction. Occupiers of the domestic dwelling may be adversely affected by noise from traffic, particularly due to the stop-start nature of traffic approaching the junction. I suggest the following planning condition is attached to any planning permission granted.

The development shall not begin until a scheme for protecting the proposed dwellings / gardens from noise from vehicle movements has been submitted to and approved by the Local Planning Authority. Any works, that form part of the scheme approved by the Local Planning Authority, shall be completed before any permitted dwelling is occupied, unless an alternative period is agreed in writing by the Local Planning Authority.

REASON: To ensure that the amenities of the future residents is not adversely affected by noise.

Issue 3 - Site Lighting

In order to prevent loss of amenity to the area through the introduction of sky glow, glare or light into windows, it is suggested that a condition be attached to any planning permission granted, for the submission of an external lighting scheme to be submitted and agreed by the local planning authority. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Site Lighting

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON: In the interests of the neighbouring property.

Issue 4 – Waste during demolition/construction

The applicant has not supplied methods to deal with waste arising from the demolition / construction phase. Such activities can have an affect on the residents particularly smoke from bonfires. I suggest that the following planning condition is attached to any planning permission granted:

Condition - Control of waste during demolition/construction phase

No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;*
- (b) Minimise the pollution potential of unavoidable waste;*
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;*
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.*

REASON: In the interests of the amenities of the area.

6.3

Traffic and Road Safety/Highways Development

This is an application to demolish the existing three bedroom property and replace it with a new three bedroom dwelling to the rear of the site and construct a 132sqm building to house a medical consultancy. The history of the site is that the existing three bedroom dwelling has been used as a medical consultancy without planning permission for some time. Planning permission was refused in 2009 for the proposed change of use due to the inability to achieve appropriate visibility splays at the access onto London Road.

I note that the proposed plans for the surgery are rather unusual in the sense that the visitor waiting area is relatively large and contains over ten seats, when there is only one consulting room and an examination room annexed off it.

Traffic Generation

The applicant has prepared a transport statement, which includes a survey of trips to the site during a two week period leading up to Christmas. The results of the survey would appear to be rather odd, considering that only 3 visitors excluding the postman visited the site during the course of the two week survey. As mentioned above there is a large waiting area provided for visitors, why is this necessary if there are so few visitors expected?

Furthermore as I understand that this application is seeking planning permission for D2 use for that of a surgery/clinic, therefore whilst trip generation would appear to be extremely low currently, this may not continue to be the case, noting both the submitted plans and the option in the future to use this site more traditionally as a GPs practice or private consulting rooms.

To assess the trip generation of this development I have consulted the TRICS database and derived trip rates for a clinic. I have selected two sites from the database, one of which is a chiropractors' clinic in Dublin and second clinic in Worcestershire. Based on a floor area of 132sqm it would generate 33 two way (arrivals and departures) vehicle trips per day.

Therefore this development has a potential to generate an additional 33 vehicle movements per day. This increase in vehicle movements is an intensification of the existing permitted use of the site. Normally, when such an increase in vehicle trips to site is proposed I would seek the applicant to provide some form of mitigation, however in this instance the applicant is willing to dedicate to the public highway the land required for the widening line. Therefore taking this into account I would not seek a contribution from this site.

Car Parking

For the three bedroom house two car parking spaces are proposed, which is consistent with the minimum requirement of 2 spaces for a 2/3 bedroom house as per the Slough Local Plan 2004 Parking Standards. The two spaces are to be accessed from Palmerston Avenue, which is acceptable in principle subject to further comments from Highways.

For the D2 surgery, the minimum parking standards are 1 space per consulting room, plus one space per member of staff. There are reportedly 5 members of staff and 1 consulting room and 1 examination room, which I equate to being a requirement for 7 spaces. 6 parking spaces are shown on the plans. The use of the visitor space would mean the obstruction of access to the other spaces and also cause vehicles to be reversed out of the site onto the A4, which would cause an unacceptable road safety hazard.

However considering the history of this site and the additional information provided by the applicant, I would be willing to accept a small under-provision of car parking, subject to several of the bays being allocated to visitor use rather than for staff. Therefore a maximum of 5 spaces on the site should be provided.

Cycle Parking

The proposed drawing shows the provision of 4 cycle parking spaces which is compliant with Slough Borough Council's cycle parking standards.

Summary

Subject to securing the land for the A4 widening line through a S106 agreement, I would not raise a highway objection to this application.

Highways

Vehicular crossover junction

In order to give priority to pedestrians, adjustment of the existing crossover off London Road will need to be provided as means of access. A new provision of vehicular crossover shall need to be provided as a means of access from Palmerston Avenue. The crossover will need to be constructed to carriageway standards. Undertakers' mains and services will need to be lowered to a cover depth of 600mm at the expense of the developer.

Provision of Vehicular Crossovers must be in accordance with the Council's Provision of Vehicular Crossover Policy. I have summarised the policy below. Note the layout must include existing adjacent crossovers that do not form part of this application.

- The maximum crossing size width will be 3.6 metres.
- Hard standing areas behind the footway must be 4.8 metres deep by 2.4 metres wide.
- No more than two crossings in a row will be provided before one parking space for an on street parking space is provided.
- The crossover will not interfere with the use of a junction nor will it be detrimental to the safety of highway users.
- The crossovers will not be provided where a shared use footpath is

- provided.
- The crossover construction must not threaten the health of mature trees.
 - The crossover must not negatively impact upon the local amenity or environment.
 - Full frontage crossover for the existing and proposed dwelling, as a means of access will not be permitted. This neutralises on street parking for the other road users and is detrimental to the safety of pedestrians using the footway.
 - A pedestrian link 1m in width must be provided to allow access to the unit in addition to the parking bays of 2.4m x 4.8m.
 - Car parking spaces will not be permitted in line (running parallel) with the footway unless they are proposed some distance from the back of the footway. Such layouts are likely to require excessive manoeuvres on the footway and cause frustration to regular users of such poorly designed car parking spaces. This will lead to a road safety concern for pedestrians using the footway and the likelihood that residents will park across the footway or on the carriageway which is unacceptable.
 - The existing crossover/s made redundant by the applicant's proposals must be removed and reinstated as standard footway construction.
 - It is recommended that the limit for providing vehicular crossovers (direct access) onto roads with a 30mph speed limit or less is under 10,000 vehicles per day (MfS 7.9.5).
 - The crossover to private driveways should be designed so that a minimum initial 900mm distance measured from the back of the footway is constructed at a standard footway crossfall of approximately 1:40/2.5%. The remainder of the footway is then reprofiled to provide a ramp to a 25mm drop kerb upstand. This provides a comfortable route for users pushing prams and those users with mobility impairment including wheel chair users (MfS 6.3.29/30 and Figure 6.12).

Priority junction requirement onto distributor road - London Road Consultancy Entrance (not "lightly trafficked")

The edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted.

This will fall on land that is currently not in control of the applicant. Measures must be put in place to ensure the splays are secured.

mph	70	60	50	40	30	>30	20	>20
Y	295	215	160	120	90	60	45	33
> means that the speeds must be "contained" to allow the reduced Y dimension								

As the junction is off a distributor road serving more than 6 dwellings the sight lines of 2.4m x 90m must be provided from the priority road onto the site. These should shown on the drawing and take into account the curvature on the

priority road. No obstructions over 600mm in height will be permitted in the sight line areas. The sight lines must fall on land in control of the applicant.

That part of the application site falling within the visibility envelope/s must be constructed as footway and dedicated as highway.

In general occasional objects within the visibility splays that are not large enough to fully obscure a vehicle, a pedestrian including a child or a wheelchair user will not have a significant impact on road safety (MfS 7.8.6). DMRB recommends a maximum of 500mm in diameter.

As the development is predominantly accessed by cars 6.0 metre radii will suffice.

Priority junction requirement onto “lightly trafficked” road

As vehicles will exit from the back of footway emerging drivers will have to take account of people using the footway (MfS 7.8.3). As such the standard edge of footway (back of footway) 2.4m x 2.4m pedestrian visibility splays are required, in front of which no obstructions exceeding 600mm in height is to be permitted.

This splay will be best produced using boundary railings or by the omission of boundary wall/fences at the exit location (MfS 7.2.2).

In general occasional objects within the visibility splays that are not large enough to fully obscure a vehicle, a pedestrian including a child or a wheelchair user will not have a significant impact on road safety (MfS 7.8.6). DMRB recommends a maximum of 500mm in diameter.

Access road/s

Gates will not be permitted on the highway boundary. Gates if required must be set back a minimum distance of 6 metres (cars) 8 metres (refuse and delivery vehicles) 18 metres (articulated vehicles) from the highway boundary and either slide or open inwards. This will allow vehicles including a service vehicle to wait clear of the highway, prior to the gates opening.

The forward visibility, where possible, should be limited to metres in order to help restrain vehicle speeds to below 20mph (table 7.1).

mph	10	15	20	25	30	37
Y	11	17	25	33	43	59
The Y distance includes for bonnet length						

Servicing (David Williams ext 5583)

Servicing will be permitted directly from the main arterial London Road and also the minor access road, Palmerston Avenue.

A Refuse Collection Strategy is required to demonstrate refuse collection to the satisfaction of the Council.

Refuse Collection Store- Design and Location

A refuse store is required and must be provided on the following criteria.

Volumes for household refuse are required at-

240 litres/dwelling for standard refuse
55 litres/dwelling for recycling

The doors from the refuse store must be physically restrained from opening onto the access/highway. Ideally the gates should slide open or open inwards.

The maximum permitted carrying distance from dwellings / flats (external doors) to the refuse store is approximately 30 metres (MfS 6.8.9).

As detailed in BS5906:2005 the maximum refuse collection distance for 240 litre wheelie bins is 15 metres. The gradient between the two points should not exceed 1:12/8% with a maximum of three steps permitted (MfS 6.8.9/11).

As detailed in BS5906:2005 the maximum refuse collection distance for 1100 litre Eurobins is 10 metres. The gradient between the two points should not exceed 1:12/8% (MfS 6.8.9/11).

Drop kerbs must be provided where Eurobins are stored in a refuse store and collected by the refuse collection vehicle on the carriageway.

The design of new developments should ensure that refuse bins should not be left on the footway as they will reduce its effective width and cause hazards for blind, partially sighted and/or wheelchair/pushchair users (MfS 6.18.13).

Highway works and contributions summary

The applicant will need to enter into a section 106 agreement with Slough Borough Council. This s106 agreement will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of the works identified in the highways schedule.

The highways schedule includes;

- Temporary access point
- Installation of crossover / junction
- Reconstruct the footway fronting the application site.
- Reinstatement of redundant access points to standard to footway construction
- Installation of street lighting modifications
- Drainage connections
- Reconstruction of footway

- Dedication as highway maintainable at the public expense, free of charge, of sight line areas

Ideally the applicant should prepare an s278 Adoption Layout (Slough Borough Council Drawing Number 8/27/**P1) to show the works required. This plan should be appended to the s106 and correspond to the Highway Works Schedule.

Please secure these requirements by s106 in the Highways Schedule, or alternatively if there is no s106 agreement for this site, ensure the approved planning drawings clearly show and details the requirements listed.

Summary

Significant amendments are required before this application could be supported. If the applicant considers that they can address the comments that have been made then I would be pleased to consider additional information supplied. Alternatively, should you wish to determine this application as submitted then I would recommend that planning permission be refused for the reasons given.

- The proposed development would result in an intensification of use of an existing access at a point where pedestrian visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
- The layout as submitted does not comply with Slough Borough Council's Vehicular Footway Crossing Policy and as such would result in an unsatisfactory form of development. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.
- As far as can be determined from the submitted plans, the applicant does not appear to control sufficient land to construct the new access in accordance with the Highway Authority's minimum standard. The proposed development would therefore be detrimental to highway safety. The development is contrary to Slough Borough Council's Core Strategy 2006-2026 Core Policy 7.

Should the application be revised in accordance with my comments the following condition(s) will apply.

1. No other part of the development shall begin until the new means of access has been sited and laid out in accordance with the details subsequently approved pursuant to conditions 2, 3, 4 and 5 and constructed in accordance with Slough Borough Council's Design Guide.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

2. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

3. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

4. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

5. No part of the development shall commence until details of a scheme for car parking, garaging and manoeuvring in accordance with the Local Planning Authority's "Car Parking Standards" has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development hereby permitted is occupied and that area shall not be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Should the application be revised in accordance with my comments the following informative(s) will apply.

1. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
2. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
3. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
5. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
6. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
7. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
8. Any works/events carried out either by, or at least at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 and licensed accordingly by the Street/Highway Authority in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Slough. Also Developers need to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to site, shall be

co-coordinated by them in liaison with Slough Borough Council Street Works Section (telephone 01753 875666). This must take place at least one month in advance of the commencement of the works and must be in line with the noticing requirements of the NRSWA 1991 and the TMA 2004. The developer must particularly ensure that statutory undertaker connections/supplies to the site are co-coordinated to take place wherever possible at the same time and using the same Traffic Management measures.

Following the receipt of the above comments however, it is understood that the sight lines were checked, and it was considered that adequate visibility could be provided in both the eastern and western directions, without the visibility splays crossing third party land.

6.4 Principal Engineer - Drainage and Lighting

Initial comments were as follows:

I've got no particular concerns regarding fluvial flooding but this site is relatively low lying and the SW sewer in London road is surcharged at times so not suitable as an outfall. Unless the developer has any other suggestions the site will have to be drained by infiltration severely restricting the footprint of any structures. I would suggest the drainage is sufficiently problematic to require a full drainage design with the application and not to condition it.

Further comments following the submission of drainage details in light of these concerns were as follows:

The developer's proposal for infiltration is fine there should be no problems with the drainage of the site.

6.5 Environment Agency

This application is deemed to either have a low environmental risk or relates to conditions that were not recommended by the Environment Agency. Unfortunately, due to workload prioritisation we are unable to make an individual response to these applications at this time.

Please note that while we are unable to provide comments on the planning application, this letter does not indicate that permission will be given by the Environment Agency as a regulatory body. We have a regulatory role in issuing legally required consents, permits or licences for various activities.

The applicant should contact 08708 506 506 or consult our website to establish if consent will be required for the works they are proposing. Please see <http://www.environment-agency.gov.uk/business/sectors/37644.aspx>

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following policies are considered most relevant to the assessment of this

application:

National Planning Policy Guidance/Statements

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS4 – Planning for Sustainable Economic Growth

PPG13 – Transport

PPS25 – Development and Flood Risk

The Slough Local Development Framework Core Strategy 2006 - 2026

Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 3 – Housing Distribution

Core Policy 4 – Type of Housing

Core Policy 5 – Employment

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 12 – Community Safety

The Local Plan For Slough, March 2004

H8 – Loss of Housing

H10 – Minimum Density

H13 – Backland/Infill Development)

H14 – Amenity Space)

EMP2 – Criteria for Business Developments

EMP4 – Development outside of the Existing Business Areas

T2 – Parking Restraint

T8 – Cycling Network and Facilities

T13 – Road Widening Lines

EN1 – Standard of Design

EN3 – Landscaping Requirements

EN5 – Design and Crime Prevention

7.2 The main planning issues relevant to the assessment of this application are considered to be those relating to the principle of the proposed development, design, potential impact on neighbour amenity, traffic and highway matters, and drainage.

8.0 **Principle of Development**

8.1 Core Policy 4 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 states that there will be no net loss of family accommodation as a result of flat conversions, changes of use or redevelopment. The previously refused application (P/8522/1) for the change of use of the existing building from a single dwellinghouse was refused on this basis.

8.2 Core Policy 4 goes on to state that in the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the

accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.

- 8.3 There would be no net loss of family housing as a result of the proposed development. The lawful use of the site in planning terms is considered to be as a single family house. The proposed dwelling is considered to comply with the definition of a family house as contained within the The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.
- 8.4 The proposal is further considered to comply with Policy H13 of The Local Plan for Slough March 2004 which relates specifically to proposals for backland or infill development. This policy supports the efficient use of land to provide optimised housing development subject to satisfactory design, access arrangements, car parking provision, and amenity space.
- 8.5 With regard to the proposed B1(a) office to provide medical assessment/processing, it is understood that the use would primarily entail the preparation of medical reports for insurance claims. A consultancy and examination room would be situated on the ground floor which it is understood would be utilised by a visiting consultant who would attend the site occasionally to assist with the preparation of reports to support the legal profession in their assessment of insurance claims for personal injury. On this basis, it is considered that the use is more akin to a B1(a) office use, particularly as the medical specialists are not based at the site, but are understood to come to the office on an as required basis.
- 8.6 The proposed office use was previously refused on the basis that it would have resulted in the loss of a family house. As noted above, this reason is considered to have been overcome. Whilst not located within the town centre, the location of the proposed B1 (a) office is considered to be sustainable insofar as the site is in close proximity to bus stops which are served by six different routes, and the site has good highway links with parking provision which is commensurate with the nature and size of the proposed use.

Given that it is now proposed to retain a family house on the site, it is considered, on balance given the scale of the proposed B1(a) office, the proposal would be acceptable.

9.0 **Design**

- 9.1 The proposed building would be two stories in height, with space for storage in the roofspace of the proposed B1 (a) office. It would have a hipped pitched roof of 8 metres to ridge height, and would feature rooflights in the north elevation.
- 9.2 The London Road elevation of the proposed building would be positioned 4.6 metres to the north (towards London Road) in relation to the existing building. It would be set 1.8 metres off the western boundary, and 2 metres (narrowing to 1.6 metres to the front) off the eastern boundary.

- 9.3 Proposed materials would be brick to the side elevations, and to the ground floor front and rear elevations. It would also feature terracotta tile hanging and a rendered gable painted white. This pallet of materials is considered to be in keeping with the mix of materials found in the locality.
- 9.4 With regard to room size, the Borough Council's adopted Supplementary Planning Guidance: Guidelines for Flat Conversions (April 1992) sets out minimum room sizes for residential properties in order to avoid the creation of excessively cramped and sub-standard accommodation. Based on officer measurements, it would appear that the sizes of the respective rooms proposed would comply the required room sizes, and as a result the proposal would comply with the Council's Guidelines for Flat Conversions (April 1992). It is noted that the proposed third bedroom would not be served by a window, and it is proposed to seek an amendment to the internal layout to address this. An update will be reported on the Committee amendment sheet.
- 9.5 It is considered that the proposed building would be in keeping with the design and appearance of surrounding properties in terms of scale and appearance. The neighbouring properties fronting London Road are typically large, detached properties, and it is considered that the proposed building would read as a large detached property in the street scene. The provision of the B1(a) office fronting London Road, and the residential property to the rear being read in the context of Palmerston Avenue, is considered to be a well considered approach to the siting of the respective uses in the context of the site surroundings.
- 9.6 The design of the proposed building is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.
- 10.0 **Impact on Neighbour Amenity**
- 10.1 The proposed building would not intersect the 45 degree line of sight from the nearest corner of the closest window on the front elevation of 27 Palmerston Avenue. The proposed building would not also not appear to impact the amenities of the occupiers of the approved property at 10 London Road.
- 10.2 The proposed windows at first floor level in the west elevation of the proposed office serving the kitchen and toilets would be fitted with obscure glazing.
- 10.3 An inspection of the plans approved with application P/12645/3 for the erection of a five bedroom dwelling at number 10 London Road shows that the front elevation of the proposed B1(a) office would be inline with the front elevation of the proposed property, and the rear elevation of 27 Palmerston Avenue.
- 10.4 The proposal is not considered to give rise to unacceptable impact on neighbour amenity. The proposed residential and office use is considered to be commensurate with surrounding uses. The proposed building is considered to be of a size which is in keeping with those surrounding, and would not result in

undue detriment as a result of over dominance, or loss of light. The proposal is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11.0 **Traffic and Highways**

11.1 The section of the A4 London Road to the front of the application site is affected by an approved widening line. This widening line extends approximately 5 metres into the site, from the back edge of the footway. It has been requested that this land is dedicated to the Highway Authority so it can be utilised in a future road widening or improvement scheme. This will be secured by a section 106 agreement. This is considered to comply with Policy T13 of The Adopted Local Plan for Slough 2004.

11.2 **Traffic**

A transport statement has been submitted with the application. As the use is currently being carried out on site, a two week travel survey was undertaken which sought to identify the number and type of trips generated by the B1(a) office.

11.3 This survey found that the most frequent number of movements in any one day was seven, which occurred on two occasions during the survey period. The survey found that the average number of persons on-site at any one time was some four to five persons. With regard to car parking, the highest number of cars on the site parked on the site was two.

11.4 A consultant from the Borough Council's Transport section has assessed the submitted transport statement and considered the likely traffic implications of the proposed development. It was considered that the proposal has the potential to generate an additional 33 vehicle movements per day, which would constitute an intensification of the existing permitted use of the site. It was not however considered that a contribution to provide potential mitigation would be required in this instance, as it was noted that the applicant was willing to dedicate to the public highway the land required for the London Road widening line.

11.5 Noting the concerns raised by residents of Palmerston Avenue regarding the alleged on-street parking pressures understood to be currently being experienced, the possibility of seeking a contribution towards a resident's parking survey was raised with the Transport consultant. Such a contribution was considered to be unreasonable in this instance, as it was felt that parking pressure would not arise as a result of the proposed development. A parking survey should therefore not be funded in conjunction with the proposed scheme.

11.6 Given that Palmerston Avenue currently comprises 35 no. dwellings, the addition of a single three bedroom property is not considered to give rise to a significant increase in traffic movements, and would therefore not result in an unacceptable impact in terms of traffic generation. The proposal is considered

to comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11.7 **Access arrangements**

The proposed B1(a) office would be accessed off London Road. The existing access would be repositioned into the site to account for the area of land falling within the widening line which would be dedicated. The proposed access would be positioned towards the eastern boundary of the site. The proposed front boundary wall would be 600mm in height.

11.8 Whilst the Borough Council's Highway Engineer initially raised concern regarding the adequacy of visibility for egressing motorists onto London Road, having checked the visibility splays, it was considered that adequate visibility could be provided in both the eastern and western directions, without the visibility splays crossing third party land.

11.9 The proposed dwelling would be accessed off Palmerston Avenue. Between the edge of the kerbing to the tarmac carriageway and the existing brick wall, there is a narrow strip of land, which at the time of the case officer's site visit had been planted with bedding plants and shrubs. Representations received suggested that this verge has been maintained by nearby residents. As far as can be determined from the Council's records however, the land is adopted as highway maintainable at the public expense. The proposal is to remove this verge and demolish the existing brick wall and provide vehicular access to 2 no. parking spaces proposed in connection with the proposed dwelling. The applicant will need to enter into a section 106 agreement which will obligate the developer to enter into a section 278 agreement for the satisfactory implementation of highway works.

11.10 A petition has been received which has been signed by a number of residents of Palmerston Avenue. This petition raises concern regarding the proposed vehicular access from Palmerston Avenue to the rear of 8 London Road. It is believed that the proposed access would alter the nature of the cul-de-sac.

11.11 The access off Palmerston Avenue would only serve the 2 no. parking spaces proposed in connection with the proposed dwelling. This access would not function as a secondary entrance to the proposed B1(a) office.

11.12 The proposed building would be positioned 1.8 metres off the western boundary, and 2 metres (narrowing to 1.6 metres to the front) off the eastern boundary. It is therefore not considered that there would be sufficient room for a car to be driven down the side of the proposed building to allow a vehicular link to be formed. Furthermore, the proposed drawing indicates that there would be boundary treatment between the proposed dwelling, and the proposed B1(a) office.

11.13 It is considered that a physical boundary would define the residential and B1(a) office elements, and also prevent pedestrian access between the north and south of the site. It is considered that a planning condition could be imposed to require details of satisfactory boundary treatment, and to require it to be

erected prior to the uses commencing in order that there would be no physical means of traversing between the proposed dwelling and B1(a) office.

11.14 The proposed access arrangements are considered to comply with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

11.15 Parking provision

Car parking spaces would be proposed in connection with both the B1(a) office and the proposed dwelling. Car parking provision would be as follows:

- 2 no. spaces in connection with the proposed dwelling. This would comply with the Council's Parking Standards, which requires a minimum of 2 no. spaces to be provided per three bedroom property.
- 5 no. spaces in connection with the proposed B1(a) office. The internal floor space of the proposed B1(a) office would be 109 square metres. This level of parking provision would comply with the Council's Parking Standards for B1(a) offices, which requires a minimum of 1 no. space to be provided per 40 square metres of floor space. In addition, the Council's Parking Standards in relation to D1 Surgeries/Clinics can be applied to account for the visiting consultant. This standard is which is 1 no. space per member of staff, plus 1 no. space per consulting room. When the potential traffic generated by the proposed visiting consultant is considered, the proposed parking provision is considered to be acceptable.

11.16 Whilst the concerns raised by nearby residents regarding the alleged on-street parking problems on Palmerston Avenue understood to be arising from surrounding uses are noted, it is not considered that the proposal would be likely to lead to additional on-street parking or exacerbate any existing issues which might be being experienced. The proposal would provide the requisite number of parking spaces commensurate with the nature and size of the proposed uses which would comply with the Council's Adopted Parking Standards, and Policy T2 of The Adopted Local Plan for Slough 2004.

12.0 Drainage

12.1 Whilst the Borough Council's Drainage Engineer initially raised concern regarding the drainage proposals in connection with the proposed development, further details were received from the applicant's drainage consultant, who proposed a crate system which would be sited under the proposed car parking area to the front of the proposed building, adjacent to London Road. Such a proposal was considered to be acceptable. Subject to a condition requiring the submission of a detailed drainage design, it is considered that the proposal could be satisfactorily drained, and no objection is raised to the proposal on this basis. This aspect of the proposal is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

13.0 Summary

- 13.1 The applicant appears to have overcome the previous reasons for refusal regarding the loss of family housing, visibility for motorists and pedestrians, and the submission of a satisfactory surface water drainage scheme. It is understood that the applicant is willing to enter into a section 106 agreement for the dedication of the road widening line. The proposal would be acceptable in design terms, and would have no undue impact on the amenity of neighbouring residents. The proposal is also considered to be acceptable in terms of traffic, parking and highway matters.
- 13.2 Having considered the proposal against relevant development plan policies, had regard to the representations received from consultees and other interested parties, and all other relevant material considerations, it is recommended that the application be delegated to the Head of Planning, Policy and Projects for completion of S106.

PART C: RECOMMENDATION

- 14.0 Recommendation
- 14.1 Delegate to the Head of Planning, Policy and Projects for completion of S106.

PART D: LIST OF CONDITION(S)

Condition(s)

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) Drawing No. 315/10.5, Received 28/02/2011
- (b) Drawing No. 315/10.4, Dated 25/02/2011, Received 28/02/2011
- (c) Drawing No. 315/10.3, Dated 25/02/2011, Received 28/02/2011

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. The windows in the east and west elevation of the development hereby approved shall be glazed with obscure glass and any opening shall be at a high level (above 1.8m internal floor height) only.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

5. No windows, other than those hereby approved, shall be formed in the east and west elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

6. Prior to commencement of the development hereby approved, a detailed landscaping and tree planting scheme shall be submitted to and approved in writing by the Local Planning Authority. This scheme should include the trees and shrubs to be retained and/or removed and the type, density, position and planting heights of new trees and shrubs.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

7. Prior to commencement of the development hereby approved, details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved in writing by the Local Planning Authority. Once approved, such details shall be fully implemented on site prior to the first occupation of the development, and retained in that form thereafter.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004.

8. The parking spaces and turning area shown on the approved plan 315/10.5 shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

9. No development shall commence until details of the alterations to the existing points of access between the application site and the highway have been submitted to and approved in writing by the Local Planning Authority and the access alterations shall be implemented in accordance with the details approved prior to occupation of the development.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

10. The development shall not be occupied until the existing access to the site has been stopped up and abandoned and the footway and verge crossing reinstated in accordance with the details to be agreed in writing by the Local Planning Authority.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

11. No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours, hours during the construction and demolition phase, when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

12. No demolition or construction work shall take place outside the hours of 08:00 -

18:00 hrs Monday to Friday 08:00 - 13:00 hrs on a Saturday and no working at all on Sundays or public holidays.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

13. The development shall not begin until a scheme for protecting the proposed dwellings / gardens from noise from vehicle movements has been submitted to and approved by the Local Planning Authority. Any works, that form part of the scheme approved by the Local Planning Authority, shall be completed before any permitted dwelling is occupied, unless an alternative period is agreed in writing by the Local Planning Authority.

REASON To ensure that the amenities of the future residents is not adversely affected by noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

14. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the neighbouring property in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

15. No development shall take place until details in respect of measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste;
- (c) Dispose of unavoidable waste in an environmentally acceptable manner;
- (d) Have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

16. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 90 metres along the centre line of the carriageway to the west, and the centre point of the westbound carriageway to the east measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the

carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

17. No other part of the development shall be occupied until the pedestrian visibility splays of 2.4x2.4 metres (measured from the back of footway) have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

18. No vehicle access gates, roller shutters doors or other vehicle entry barriers or control systems shall be installed without first obtaining permission in writing from the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

19. No development shall commence until details of the proposed bin store (to include siting, design and external materials) have been submitted to and approved in writing by the Local Planning Authority. The approved stores shall be completed prior to first occupation of the development and retained at all times in the future for this purpose.

REASON In the interests of visual amenity of the site in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

20. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy.

21. The B1(a) office use hereby permitted shall not be open to members of the public outside the hours of 09:00 hours to 17:00 hours on Mondays - Fridays, and shall

not be open to members of the public on Saturdays and Sundays, and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

22. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C, D, E, and F of The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (or any order revoking and re-enacting that Order) no extensions, porches, outbuildings or enclosures within the curtilage shall be erected, enlargement or alteration to the roof carried out, or hard surface provided, without the express permission of the Local Planning Authority.

REASON To ensure that future occupiers of the proposed dwelling would benefit from adequate amenity space, and not reduced in size as a result of development which would otherwise be deemed to be permitted by the provision of the above order in accordance with Policy H14 of The Adopted Local Plan for Slough 2004, and Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, December 2008.

23. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the development hereby approved shall only be used as a B1(a) office, and C3 dwellinghouse, and for no other purpose without the express permission of the Local Planning Authority.

REASON In order protect the amenities of the area and to comply with Core Policies 4 and 5 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

24. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the total gross internal floorspace of the B1(a) office hereby permitted shall not exceed 110 sq m and no extension or alteration either external or internal, involving an increase in floorspace including a mezzanine floor, shall be carried out without the prior permission of the Local Planning Authority.

REASON To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

25. Full details of the surface water disposal shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved. Once agreed, the site shall be drained in accordance with the approved details and retained thereafter.

REASON To prevent the risk of flooding in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development

Plan Document, December 2008.

Informative(s)

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. The applicant is advised that a highway improvement line affects the site. Before work commences on the site the highway improvement line should be set out by the developer and its position agreed by a representative of the Local Planning Authority.
3. The applicant is advised of their requirement to comply with the Party Wall Act 1996, including the need to serve appropriate notices on neighbours before work commences.
4. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
5. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.
6. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.
7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.
8. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
9. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.
10. This permission shall not be deemed to confer any right to obstruct the Public Right of Way crossing or abutting the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
11. Any works/events carried out either by, or at least at the behest of, the developer,

whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 and licensed accordingly by the Street/Highway Authority in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Slough. Also Developers need to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to site, shall be co-coordinated by them in liaison with Slough Borough Council Street Works Section (telephone 01753 875666). This must take place at least one month in advance of the commencement of the works and must be in line with the noticing requirements of the NRSWA 1991 and the TMA 2004. The developer must particularly ensure that statutory undertaker connections/supplies to the site are co-coordinated to take place wherever possible at the same time and using the same Traffic Management measures.

12. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, as set out below, (to Supplementary Planning Guidance) and to all relevant material considerations.

Policies:- H8, H10, H13, H14, EMP2, EMP4, T2, T8, T13, EN1, EN3, and EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 1, 3, 4, 5, 7, 8 and 12 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, PPS1 PPS3, PPS4, PPG13 and PPS25.

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 477340.